

This section defines the terms used in the MASP 2008 and provides a list of acronyms used in the report.

## Glossary

<b>Air Carrier Airport –</b>	An airport that has regularly scheduled passenger service licensed by Bureau of Aeronautics and Freight Services or certificated by FAA
<b>Aircraft Operation –</b>	An aircraft takeoff or landing.
<b>Airport Approach Plan –</b>	A plan established by the MAC that includes height restrictions and land use guidelines for areas surrounding licensed public-use airports.
<b>Airport Infrastructure –</b>	Any and all physical facilities of a given airport.
<b>Airport Zoning –</b>	A zoning ordinance established in accordance with the Airport Zoning Act.
<b>Apron –</b>	The portion of the runway system that is adjacent to the terminal building, for boarding the aircraft. A paved area of the airport used for the loading, unloading or parking of aircraft.
<b>Arterial Road –</b>	A major road that carries automotive traffic through regions and cities.
<b>Based Aircraft –</b>	The number of aircraft located at an airport as reported through airport inspections. Normally, designation as a based aircraft means that an aircraft is located at an airport for at least six months in a year.
<b>Collector Road –</b>	A road that carries intra-city traffic or carries traffic from local roads to arterials.
<b>Connecting Taxiway –</b>	A taxiway between a runway to either another taxiway or apron.
<b>Endangered Airport –</b>	An airport that is in a situation of imminent closure.
<b>Heliport –</b>	A facility that allows for helicopter takeoff and landing.
<b>Impedance –</b>	The value limit for a network band which encloses all links or nodes on a network between an origin and the limit.  Source: Caliper Corporation, 2000.
<b>Instrument Approaches –</b>	Instrument approach procedures established by the FAA for the purpose of accommodating aircraft arriving under instrument flight rules.

<b>Itinerant Operation –</b>	An aircraft operation in which the aircraft departs from one airport and lands at a different airport.
<b>General Aviation Airport –</b>	An airport established primarily for the accommodation of other than air carrier aircraft.
<b>Local Operation –</b>	An aircraft operation in which the aircraft departs and returns to the same airport without an intermediate stop.
<b>Local Road –</b>	A road that only carries traffic directly to and from a destination. There is very little through traffic on a local road.
<b>Navigational Aid –</b>	A general term for all facilities that assist a pilot in operating an aircraft, such as runway lighting and other approach aids.
<b>Network Bands –</b>	Bands of a network that are defined by a certain impedance set by the user. The points of impedance along the network are joined to form the border of each band.  Source: Caliper Corporation, 2000.
<b>NonPrecision Approach (NP) –</b>	An approach that provides only horizontal guidance
<b>Parallel Taxiway –</b>	A taxiway that is placed beside and parallel to a runway allowing aircraft to taxi from one end of the runway to the other without being on the runway.
<b>Precision Approach –</b>	An approach that provides both horizontal and vertical guidance to the runway.
<b>Primary Runway –</b>	The main runway used at an airport; generally, the longest and widest of the runways.
<b>Segmented Circle –</b>	A navigational aid that indicates the runway alignment and any non standard traffic pattern in use at the airport. Normally contains a wind indicator.
<b>Statewide Travel Demand Model –</b>	The Statewide Travel Demand Model is a tool to support the transportation planning process. It is a series of analytical techniques used to predict travel behavior and resulting demand on transportation facilities and services for a specific future time frame.
<b>Taxistreet –</b>	A taxiway that leads from another taxiway directly into and serving an aircraft hangar.
<b>Transportation Analysis Zone –</b>	Typically small area neighborhoods or communities that serve as the smallest geographic basis for travel demand model forecasting systems.

**Visual Approach –** An approach that does not provide either horizontal or vertical guidance to the runway.

### Common Acronyms

<b>SYOE</b>	Costs Calculated in Year of Expenditures
<b>AIMS</b>	Aviation Information Management System
<b>AIP</b>	Airport Improvement Plan
<b>ARC</b>	Airport Reference Code (e.g. B-II)
<b>AVGAS</b>	Aviation gasoline
<b>AWOS</b>	Automated Weather Observation System
<b>CFC</b>	Customer Facility Charge
<b>CTCS</b>	Contract Traffic Control Service
<b>EAS</b>	Essential Air Service
<b>FAA</b>	Federal Aviation Administration
<b>FTCS</b>	FAA Traffic Control Service
<b>GIS</b>	Geographic Information System
<b>GPS</b>	Global Positioning System
<b>HIRL</b>	High Intensity Runway Lights
<b>IAP</b>	Instrument Approach Procedure
<b>MAC</b>	Michigan Aeronautics Commission
<b>MALSR</b>	Medium Intensity Approach Light System with runway alignment indicator lights
<b>MASP</b>	Michigan Airport System Plan
<b>MDOT</b>	Michigan Department of Transportation
<b>MIRL</b>	Medium Intensity Runway Lights
<b>NextGen</b>	Next Generation Air Transportation System
<b>NPIAS</b>	National Plan of Integrated Airport Systems
<b>PAPI</b>	Precision Approach Path Indicator
<b>PCI</b>	Pavement Condition Index
<b>PFC</b>	Passenger Facility Charge
<b>REIL</b>	Runway End Indicator Lights
<b>TAZ</b>	Transportation Analysis Zone
<b>TMS</b>	Transportation Management System
<b>VASI</b>	Visual Approach Slope Indicator